after referred to as "Parcel C") comprising a portion of lots 22 and 23 in section 14, township 1 north, range 5 west, Mount Diablo base and meridian, as shown on the map entitled "Map. No. 1, Salt Marsh and Tide Lands situate in the County of Contra Costa, State of California, 1872" (on file in the office of the surveyor general). Such land contains approximately one hundred and twenty-nine one-thousandths acre (five thousand six hundred and twelve square feet), excepting therefrom the land described in section 2, and is more particularly described as follows:

Beginning for reference at the northwesterly corner of block 13, as said block is shown on the map of Osborne's Addition, filed in map book "E", at page 107, in the office of the county recorder of Contra Costa County; thence along the northerly line of said block 13, south seventy-seven degrees fourteen minutes twenty-eight seconds east, sixty-six and thirty-four one-hundredths feet to the true point of commencement; thence from a tangent that bears north fifty degrees four minutes thirty-eight seconds west, along a curve to the left with a radius of two thousand five hundred and fifty-five feet, through an angle of six degrees twenty minutes fifty-one and seven-tenths seconds, a distance of two hundred eighty-three and six one-hundredths feet to the property line common to the lands, now or formerly, of United States of America and of the city of Richmond; thence along said common line, north forty-nine degrees nineteen minutes fifty-six seconds east, twenty and seventy-seven one-hundredths feet; thence from a tangent that bears south fifty-six degrees seventeen minutes fifty-seven and eight-tenths seconds east, along a curve to the right with a radius of two thousand five hundred and seventy-five feet through an angle of six degrees twenty-seven minutes fifty-seven and eight-tenths seconds, a distance of two hundred ninety and sixty one-hundredths feet; thence south forty-nine degrees fifty minutes east, twenty-seven and seventy-four one-hundredths feet to said northerly line of said block 13; thence along last said line north seventy-seven degrees fourteen minutes twenty-eight seconds west, forty-three and fifty one-hundredths feet to the true point of commencement.

Requirements.

SEC. 4. (a) The easements granted pursuant to sections 2 and 3 shall include all the privileges and appurtenances necessary for the full enjoyment thereof.

(b) The conveyance of land made pursuant to the first section of this Act and the grants of easements made pursuant to sections 2 and 3 of this Act shall expressly provide that the State of California will at all times maintain such public highway, embankments, and drainage systems in good order, condition, and repair wholly at its own cost and expense, and that such drainage systems will be constructed and maintained by the State of California in such manner as to provide sufficient and adequate surface drainage at all times from the adjacent or contiguous lands owned by the United States.

Approved July 16, 1952.

Public Law 564 CHAPTER 889

July 16, 1952
[H. R. 8127]

AN ACT

To amend the Act of June 21, 1940, relating to the alteration of certain bridges over navigable waters, so as to include highway bridges, and for other purposes.

Bridges.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the third, fourth, and fifth paragraphs of section 1 of the Act of June 21, 1940,

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entitled "An Act to provide for the alteration of certain bridges over navigable waters of the United States, for the apportionment of the cost of such alterations between the United States and the owners of such bridges, and for other purposes" (33 U. S. C., sec. 511), are amended to read as follows: 54 Stat. 497.

"The term 'bridge' means a lawful bridge over navigable waters of the United States, including approaches, fenders, and appurtenances thereto, which is used and operated for the purpose of carrying railroad traffic, or both railroad and highway traffic, or if a State, county, municipality, or other political subdivision is the owner or joint owner thereof, which is used and operated for the purpose of carrying highway traffic.

"The term 'bridge owner' means any State, county, municipality, or other political subdivision, or any corporation, association, partnership, or individual owning, or jointly owning, any bridge, and, when any bridge shall be in the possession or under the control of any trustee, receiver, trustee in bankruptcy, or lessee, such term shall include both the owner of the legal title and the person or the entity in possession or control of such bridge."

SEC. 2. Section 6 of such Act of June 21, 1940 (33 U. S. C., sec. 516), is amended by striking out the following: "*Provided*, That the part of the cost of alteration of any bridge for both highway and railroad traffic, attributable to the requirements of traffic by highway, shall be borne by the proprietor of the highway:".

SEC. 3. In the administration of this Act, hearings and other procedures shall be exempted from the provisions of the Administrative Procedure Act (60 Stat. 237), except as to the requirements of section 3 thereof. 5 USC 1001 note.

SEC. 4. Section 13 of such Act of June 21, 1940 (33 U. S. C., sec. 523), is amended by striking out the words "used for railroad traffic".

Approved July 16, 1952.

Public Law 565 CHAPTER 890

AN ACT

July 16, 1952
[H. R. 8190]

To amend the Act of February 7, 1905, as amended, authorizing the Kensington and Eastern Railroad Company to construct a bridge across the Calumet River.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Act of February 7, 1905, as amended, authorizing the Kensington and Eastern Railroad to construct a bridge across the Calumet River, is amended to read as follows: Calumet River bridge. 33 Stat. 703.

"SECTION 1. The Kensington and Eastern Railroad Company, a railroad company organized under the laws of the State of Illinois, its successors and assigns, are hereby authorized to construct, maintain, and operate a bridge across the Calumet River in the northeast quarter of the northwest quarter of section 36, township 37 north, range 14 east of the third principal meridian, in Cook County, Illinois, at a point about three hundred and fifty feet south of the north line of the said section, the said point being about eight-tenths of a mile upstream from the bridge of the New York, Chicago and Saint Louis Railroad Company, located near Hegewisch, in the State of Illinois.

"SEC. 2. The bridge authorized by section 1 of this Act may be either a drawbridge or a fixed bridge as approved by the Chief of Engineers and the Secretary of the Army: *Provided*, That changes in type,